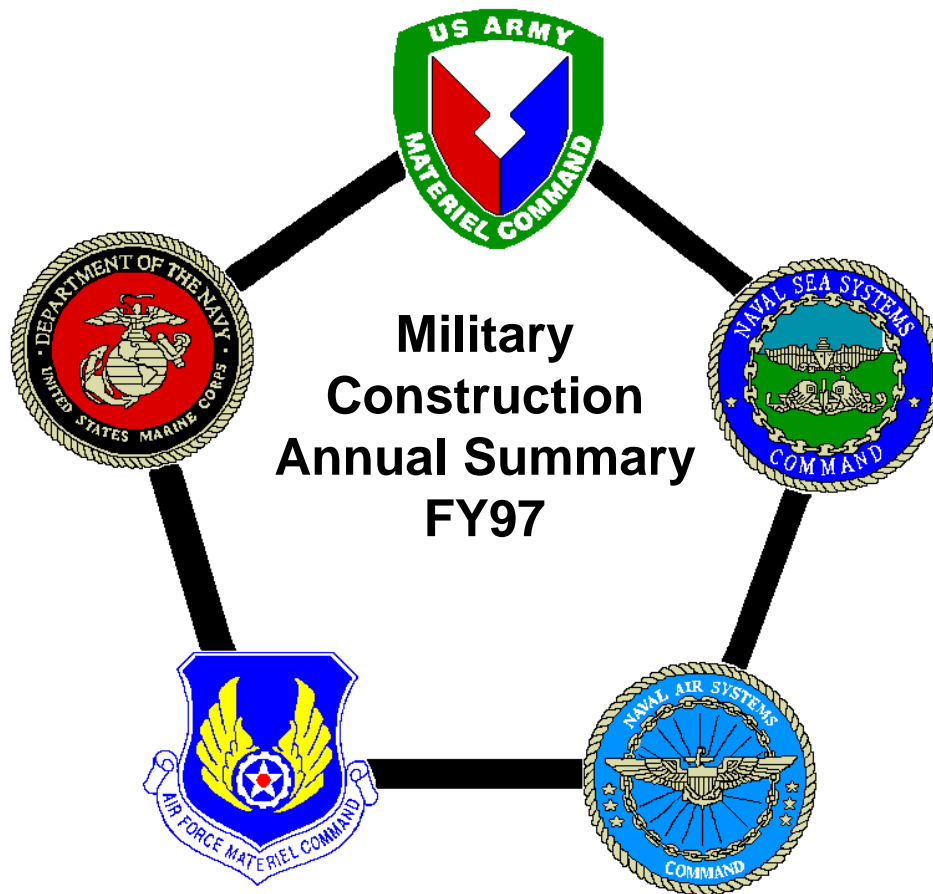


Joint Service Depot Maintenance



Prepared by: Joint Depot Maintenance Analysis Group
Business Planning Division

FOREWORD

This Joint Service Depot Maintenance Military Construction (MILCON) Annual Summary focuses on the projects validated by the Joint Service Depot Maintenance MILCON Review Panel during FY97. In addition, a cumulative analysis of all the projects validated by the panel to date is provided.

The purpose of the MILCON Review Panel is to ensure review and validation of Service-proposed depot maintenance MILCON projects within the Depot Maintenance Interservicing (DMI) community. The Panel's duties and responsibilities are specified within its charter from the Joint Policy Coordinating Group on Depot Maintenance (JPCG-DM), dated 15 June 1988.

The DOD Financial Management Regulation (DOD 7000.14-R) requires that DD Forms 1391 for the depot maintenance MILCON projects include a statement that interservicing alternatives to the projects have been fully considered.

The panel reviews depot maintenance-related MILCON projects. Shipyard waterfront projects are excluded because they have little interservicing potential.

Activities desiring copies should submit a request to JDMAG/MAW, Bldg 280, Door 24, 4170 Hebble Creek Road, Wright-Patterson AFB, Ohio 45433-5653.

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EXECUTIVE SUMMARY

This Summary provides an overview of the MILCON projects validated by the Joint Service Depot Maintenance Military Construction (MILCON) Review Panel since its inception, with particular emphasis on those projects validated during FY97. The Summary includes the basic purpose of each MILCON project and the product lines to be worked in the proposed facilities.

Fourteen proposed MILCON projects were presented by the Services for review in FY97. All fourteen proposed projects were validated by the panel. When the review panel validates a proposed MILCON project, a primary purpose is identified. The purpose categories are **modernization**, **add capability**, **increase capacity**, and a **combination** of two or more of these purposes. Eleven of the proposed projects were justified based on the need for depot modernization, one on an increase in capacity, and two on a combination of two or more purposes. When broken down by Work Breakdown Structure (WBS), thirteen projects related to aircraft and one related to combat/automotive equipment. The total cost of these projects is estimated at \$94.25M.

PART I

BACKGROUND

Part I of this Summary provides a listing by Service and depot of the projects validated by the MILCON review panel during FY97. This is followed by project descriptions which provide an overview of the primary purposes and the product lines to be worked in the proposed facilities. The results of the MILCON panel's analysis of the DD Forms 1391 (Military Construction Project Data) and other narrative data generated by the Services are provided in Part II.

Prior to a MILCON review, the Services provide JDMAG documentation on projects to be presented at the review. This documentation includes scope, purpose, projected workload, and projected capacity information for the proposed projects. JDMAG consolidates the documentation and redistributes it to the MILCON panel members. Service personnel review this data to determine if there are any feasible interservicing alternatives to the proposed projects.

During the review, the sponsoring Service presents the proposed project and the panel discusses it in light of its review and validation criteria, which include the following elements:

- Does the project duplicate other facilities (is duplication required)?
 - Intraservice?
 - Interservice?
- Is the project justified by workload at that depot?
 - Current workload?
 - Additional forecasted workload?
 - New workload requirement?
 - Previous Depot Maintenance Interservice (DMI) new start studies?
- Could alternate depot(s) perform the mission as well with no MILCON/additional equipment?

Projects which the panel determines are needed in light of these criteria are considered to be validated. Once a project is validated, the panel identifies the primary purpose of the project and the primary workload category. This information enables the projects to be included in the project analysis contained in Part II.

Deferred projects which do not meet the review and validation criteria of the panel are listed with identified areas of concern and are returned to the sponsoring Service for further research, coordination, and resolution. The projects can then be resubmitted for validation or withdrawn by the sponsoring Service. In accordance with DOD 7000.14-R, these projects should not be included in the Services' next annual Military Construction Program submission to the Secretary of Defense pending clarification of the Depot Maintenance Interservicing concerns.

After each MILCON review, JDMAG provides the coordinated minutes to the JPCG-DM Chairman, with courtesy copies to the other JPCG-DM members. This package also includes a proposed letter for the Chairman's signature forwarding the validated projects to the Assistant Deputy Under Secretary of Defense (Logistics) Maintenance Policy, Programs, and Resources (ADUSD(L)MMP&R) for transmittal to the Defense Depot Maintenance Council (DDMC).

FY97 VALIDATED PROJECTS

Army

There were no Army projects presented for review during FY97.

Navy

Depot: Naval Aviation Depot Cherry Point (CHYPT), North Carolina
Project Title: Aircraft Stripping Facility
Project Number: P-979

Depot: Naval Aviation Depot Jacksonville (JAX), Florida
Project Title: Product Support Building
Project Number: P-244

Depot: Naval Aviation Depot Jacksonville (JAX), Florida
Project Title: Central Receiving/Distribution Facility
Project Number: P-245

Depot: Naval Aviation Depot Jacksonville (JAX), Florida
Project Title: Aircraft Kit Storage Facility
Project Number: P-246

Depot: Naval Aviation Depot North Island (NORIS), California
Project Title: Clean Room Facility
Project Number: P-728

Depot: Naval Aviation Depot North Island (NORIS), California
Project Title: Storage Building
Project Number: P-729

Air Force

Depot: Aerospace Maintenance and Regeneration Center (AMARC),
Arizona
Project Title: Consolidated Mission Support Center
Project Number: FBNV013504

Depot: Aerospace Maintenance and Regeneration Center (AMARC),
Arizona
Project Title: Aircraft Processing Ramp

Project Number: FBNV980503
Depot: Oklahoma City Air Logistics Center (OC-ALC), Oklahoma
Project Title: Alter Air Driven Accessories Overhaul and Test Facility
Project Number: WWYK943012

Depot: Oklahoma City Air Logistics Center (OC-ALC), Oklahoma
Project Title: Add/Alt Jet Fuel Transfer System
Project Number: WWYK943022

Depot: Oklahoma City Air Logistics Center (OC-ALC), Oklahoma
Project Title: Corrosion Control Strip Facility
Project Number: WWYK983156

Depot: Warner Robins Air Logistics Center (WR-ALC), Georgia
Project Title: Large Item Aircraft Support Equipment Paint Facility
Project Number: UHHZ963006

Depot: Warner Robins Air Logistics Center (WR-ALC), Georgia
Project Title: Ground Support Equipment Maintenance Facility
Project Number: UHHZ993001

Marine Corps

Depot: Marine Corps Logistics Base, Barstow, California
Project Title: Test Track/Test Pond Facility
Project Number: P-920

PROJECT DESCRIPTIONS

The following descriptions are summations of the Service-provided DD Forms 1391 (Military Construction Project Data) and other narrative data on the validated projects. They include short descriptions of the proposed facilities and the specific problems to be solved by the facilities.

Army

There were no Army projects submitted for review during FY97.

Navy

Depot:	Naval Aviation Depot Cherry Point (CHYPT), North Carolina
Project Title:	Aircraft Stripping Facility
Project Number:	P-979
Cost:	\$14.63M
Purpose:	Combination (Modernization, Increase Capacity)

This project provides an addition/alterations to an existing corrosion control hangar and associated utility improvements. The facility will reduce the reliance of the NADEP on chemical stripping of aircraft. An analysis of the rework process at Cherry Point shows that the stripping/corrosion process is the bottleneck for all subsequent operations. Currently there are two existing corrosion control facilities. The older of the two will be demolished, while the second will be upgraded.

Without this project, the NADEP's turn-around-time will continue to suffer. Other processes in the aircraft rework program have been upgraded, thus highlighting the bottleneck caused by corrosion control/depainting process. In addition, compliance with new EPA guidelines (Depainting Operations, 40 CFR 63.746 Standards, effective Sep 98) will further slow the process because of mechanical and chemical alternatives that would require more time to accomplish the same results.

Depot:	Naval Aviation Depot Jacksonville (JAX), Florida
Project Title:	Product Support Building
Project Number:	P-244
Cost:	\$5.96M
Purpose:	Modernization

This project will construct a new product support building that will house personnel in direct support of production operations and will include necessary space for libraries, labs, and conference rooms. Currently, Building #2, which was constructed in 1941, is being used as the Naval Aviation Depot's product support facility. Because of its age, the building is not equipped with a fire protection system. It therefore presents a very dangerous threat to employees and could be a disaster if a fire starts. In addition, NADEP has two commercially leased facilities off-base which cost approximately \$319,000 a year. The leases are required because space is not available on the base. This project will save the cost of both leases and put people much closer to the product they support, thus improving customer service, fleet support, and operation efficiency.

Without this project, repair and maintenance costs for a substandard Building #2 will continue to rise, and an expensive repair project will be necessary to install a fire protection system. NADEP will continue to pay costly lease prices for the off base commercial spaces which will also keep personnel away from their respective aircraft programs, thus curtailing depot and fleet support.

Depot:	Naval Aviation Depot Jacksonville (JAX), Florida
Project Title:	Central Receiving/Distribution Facility
Project Number:	P-245
Cost:	\$4.07M
Purpose:	Modernization

This project will demolish four buildings and construct a new central receiving/distribution warehouse in their place. The new facility will replace current receiving operations and off base warehousing. Due to the increased workload, the material operations have increased and so has the need for adequate space. The new facility would be located within the NADEP complex resulting in considerable time savings on material deliveries, reducing wear and tear on equipment, and eliminating traffic problems. Additionally, NADEP leases a warehouse off base which costs the government approximately \$193,000 per year. The material in this warehouse can be consolidated into the new facility and eliminate the need for the off base warehouse. As the only tenant in the new building, NADEP will be able to better manage and control the facility, personnel, and material.

Without this project, NADEP receiving/distribution operations will remain in areas that have been outgrown due to the increase in material workload. The size and location of the current facility will not be able to effectively process the incoming and outgoing material requirements, and customer service will decline. In addition, NADEP would have to maintain the off base warehouse and continue to pay expensive lease costs.

The Defense Logistics Agency and Navy are working on an MOA to satisfy the requirements of this project.

Depot:	Naval Aviation Depot Jacksonville (JAX), Florida
Project Title:	Aircraft Kit Storage Facility
Project Number:	P-246
Cost:	\$.91M
Purpose:	Modernization

This project will demolish three buildings erected in 1952 and construct an 8,000 square foot facility to replace them. The facility will be used specifically to store aircraft kits in support of maintenance and repair for the F14 and EA-6B aircraft programs. The buildings are actually three separate metal “cans” attached to one another, and the metal has considerable rust throughout. They have numerous holes in the roof which often leak on valuable aircraft parts, and constant maintenance is required to patch the holes.

Without this project, NADEP JAX will remain in the existing facilities which will continue to deteriorate, and repair and maintenance costs will continue to increase. The inefficient storage of aircraft parts could impact depot operations and reduce customer service to the fleet.

Depot:	Naval Aviation Depot North Island (NORIS), California
Project Title:	Clean Room Facility
Project Number:	P-728
Cost:	\$4.56M
Purpose:	Combination (Modernization, Increase Capacity)

This project will provide an adequate and properly configured classified controlled environment facility to meet the NAVAIR guidelines for repairing components in an environmentally controlled facility.

Currently, the existing components are not processed in a classified-controlled environment. There are twelve separate areas that are used to process components. Only two areas have any form of temperature control, and they do not meet any of the requirements for a classified-controlled environment. The remaining areas are general shop areas that have no temperature control.

If this project is not provided, components that, due to engineering directives, need to be processed in a classified-controlled environment will continue to be processed in facilities that do not meet NAVAIR requirements. With-out temperature, humidity and especially particulate control, components risk being contaminated during the repair process. Contamination can cause failure resulting in a potential for failure during flight and ultimately loss of life and aircraft.

Depot:	Naval Aviation Depot North Island (NORIS), California
Project Title:	Storage Building
Project Number:	P-729
Cost:	\$2.43M
Purpose:	Modernization

This project constructs a new storage building and supporting facilities to replace sixteen portable structures and aircraft preservation container units (APCUs, commonly known as cans) fabricated in 1949. Adequate and properly configured storage and support facilities are required for depot equipment and tooling, and transient storage of equipment designated for the Fleet.

Currently, the depot has short comings in both capacity and configuration for equipment, tooling and material. There is a facility deficiency of 74,040 square feet based on the difference between the basic facility requirement and the adequate and substandard facilities. The inadequate facilities consist of 34 APCUs (cans) along with seven relocatable structures. If this project is not approved, equipment, tooling and material in support of the depot's mission will continue to be stored in poorly configured and constructed structures.

Air Force

Depot: AMARC, Davis-Monthan Air Force Base, Arizona
Project Title: Consolidated Mission Support Center
Project Number: FBNV013504
Cost: \$5.60M
Purpose: Modernization

This project will provide a facility to consolidate the operations of the Air Force Aerospace Maintenance and Regeneration Center (AMARC) which has been designated the single manager for extended aircraft storage. This consolidation will provide a flexible and energy-efficient facility that will improve customer support, reduce utility and maintenance costs and improve operational efficiencies through staff consolidations and centralized operations control.

Currently, AMARC functions are housed in eight separate substandard facilities. These facilities were relocated to Davis-Monthan AFB from other bases between 1958 and 1963. The existing functions generate an average of \$500 million per year in cost avoidance to DoD by returning reclaimed parts to the inventory. This effort is critical to maintaining DoD readiness in today's operating environment.

If not provided, AMARC personnel will continue to work in decentralized facilities requiring additional time and effort to accomplish their mission. Returning the current level of reclaimed parts to the DoD inventory will become more difficult in this time of personnel down sizing. Additionally, AMARC will continue to incur the inflated expense of maintaining and repairing eight facilities which have clearly reached the end of their useful lives.

Depot: AMARC, Davis-Monthan Air Force Base, Arizona
Project Title: Aircraft Processing Ramp
Project Number: FBNV980503
Cost: \$7.20M
Purpose: Modernization

This project will provide a modern, impervious concrete apron necessary to prepare aircraft for preservation and reactivation. Currently, aircraft processing is accomplished on AM-2 aluminum matting salvaged from the Vietnam war in 1972. The matting was designed to provide a temporary aircraft operating surface until a more substantial and reliable surface could be constructed. It is unsafe to tow aircraft across the matting due to the erosion of the sand bed beneath the matting. This has resulted in a deteriorated, weakened, and uneven surface which is dangerous to personnel and equipment. The

original heat reflective non-skid surface has completely worn away. Therefore, water, oil, and fuel drippings make the surface extremely slick creating a safety hazard.

If not provided, the failing work surface of the AM-2 matting will continue to jeopardize the AMARC mission by causing delays in aircraft processing, presenting safety hazards to mechanics, and causing damage to aircraft.

Depot:	OC-ALC, Tinker Air Force Base, Oklahoma
Project Title:	Alter Air-Driven Accessories Overhaul and Test Facility
Project Number:	WWYK943012
Cost:	\$17.50M
Purpose:	Modernization

This project will provide total revitalization/replacement of this facility which maintains and tests aircraft air-driven accessories for over 400 different components from all active Air Force weapons systems. In the current facility, exterior walls have large cracks, interior walls are marred and broken, test cells are not properly configured, the electrical system is old, worn and inadequate, and air handlers are worn and inaccurate. One of twenty-three test cells was modified in 1992 to provide computer controlled test capability. That project validated the control technology needed for the entire test facility.

If not provided, modernization of the technical equipment cannot proceed without associated upgrade of mechanical equipment, facilities alterations, and asbestos abatement. Production delays will increase as the need for emergency repairs in the functional test area become more frequent. Increased utility efficiency will not be realized. The personnel will continue to be exposed to mercury and asbestos hazards.

Depot:	OC-ALC, Tinker Air Force Base, Oklahoma
Project Title:	Add to and Alter Jet Fuel Transfer System
Project Number:	WWYK943022
Cost:	\$3.65M
Purpose:	Increase Capacity

This project will provide additional hydrant outlets required to provide the capability to fuel or defuel four aircraft concurrently. The hydrant system must support increased annual aircraft workload of over 90 large frame aircraft with larger fuel capacities. The completed system will allow more aircraft to be serviced at one time, reduce time to

accomplish fuel servicing operations, allow for reuse of fuel mixtures in the adjacent engine test cells, and eliminate a bottleneck to aircraft flow.

Currently, two existing fuel pits allows only one aircraft to be refueled at a time due to insufficient tank capacity. The same problem exists on refueling aircraft in that the existing fuel tanks are too small. This requires fuel truck support. Installation of additional pipelines and fuel/defuel pits will lessen the need for frequent truck support and thereby decrease travel, manhours and contract costs to accomplish fueling/defueling.

If not provided, continued truck support of fueling and defueling operations will continue to be confined to only one aircraft at a time. Delays will continue effecting mission capability and productivity goals.

Depot:	OC-ALC, Tinker Air Force Base, Oklahoma
Project Title:	Corrosion Control Strip Facility
Project Number:	WWYK983156
Cost:	\$12.80M
Purpose:	Modernization

This project will construct a facility that will incorporate the most modern paint stripping technologies, and also eliminate the use of methylene chloride as a stripping agent. This will preclude unacceptable additional depot maintenance process time due to contracting out the stripping phase. Plans are underway to replace methylene chloride stripping with high pressure water jet technologies such as the Large Aircraft Robotics Paint Stripping (LARPS) system. LARPS is currently used to strip B-1 and C/KC-135 aircraft. Existing strip facilities are not large enough however, to accommodate E-3 and B-52 aircraft with LARPS technology and still must use methylene chloride stripping or other chemical strippers. This project will fully implement LARPS for E-3 and B-52 aircraft.

If not provided, a shortfall in depot aircraft strip capabilities will continue at OC-ALC. Critical depot aircraft corrosion control will be deferred or contracted to an outside source at greater expense and loss of control of the aircraft by the operating Command.

Depot: WR-ALC, Robins Air Force Base, Georgia
Project Title: Large Item Aircraft Support Equipment Paint Facility
Project Number: UHHZ963006
Cost: \$3.00M
Purpose: Modernization

This project provides a fully enclosed, environmentally controlled high bay facility required for painting tail stands, wing platforms, and other large aircraft support equipment used in performing depot maintenance of large military aircraft. This project is needed to sustain compliance with Georgia air pollution limits and emission standards. Clean Air Act amendments of 1990 require that these standards be enforced by 1995. Functional aircraft support equipment is essential in depot maintenance operations. All equipment needs to be stripped of paint, repaired as necessary and repainted periodically for safety.

Currently, Robins AFB does not have a facility for stripping and painting of large aircraft support equipment. All such stripping (sandblasting) and painting operations normally performed outdoors were stopped by order of the Staff Judge Advocate due to claims being paid to claimants for paint overspray on private vehicles. If not provided, inability to perform corrosion control on aircraft support equipment will continue to provide a negative impact on depot maintenance of major aircraft systems. Inability to perform corrosion control will also contribute to the ever increasing potential for serious injury to personnel since lack of corrosion control significantly decreases the life expectancy of aircraft support equipment.

Depot: WR-ALC, Robins Air Force Base, Georgia
Project Title: Ground Support Equipment Maintenance Facility
Project Number: UHHZ993001
Cost: \$7.30M
Purpose: Modernization

This project will construct a facility required to consolidate maintenance and repair of powered and non-powered ground support equipment (GSE). The facility will consist of shops for non-powered GSE repair, powered GSE repair, tied shop, hose fabrication shop, electric shop, welding shop, carpenter shop, storage area,. support area, and C/E mechanical room. Introduction of new technologies applicable to the existing workloads are generating additional requirements that can best be met in a consolidated, efficiently operated facility.

Currently, maintenance and repair of ground support equipment is accomplished in three dislocated areas with storage at two of the locations. This separation causes equipment to be moved excessively for maintenance, hampers efficient maintenance procedures, and exposes equipment to unnecessary wear and tear. Due to this dislocation

and existing substandard facilities, a large portion of the maintenance must be performed outside, weather permitting.

If not provided, inefficiencies and delays resulting from maintenance and repair of support equipment in dislocated areas, hampered by weather conditions will continue. In addition, aircraft production and component repair functions will continue to suffer, with its ultimate effect on the Center's mission.

Marine Corps

Depot:	Marine Corps Logistics Base Barstow, California
Project Title:	Test Track/Test Pond Facility
Project Number:	P-920
Cost:	\$4.64M
Purpose:	Modernization

This project will construct an adequate and properly-configured test facility to accommodate high-speed test runs and calibrations, straight and traverse slope maneuvering, and high speed turns on a hard-surfaced track to obtain an accurate evaluation of vehicle performance. Floatation and fording performance tests will also be performed in appropriate testing pits. MCLB Barstow rebuilds or modifies 200 combat and 500 tactical vehicles each year.

The California PM10 Emissions Regulations are exceeded during vehicle testing on the existing dirt track. Road and acceleration testing is done on county land adjacent to the base. Since there is no long-term agreement for the use of this land, usage privileges could be withdrawn by the county. To conduct flotation tests, vehicles are trucked to another site. These fragmented facilities double the testing time and are manpower-intensive. If not provided, the existing track will continue in use, and it does not have the added features which will allow for more thorough vehicle testing. The base will continue to be in violation of the California PM10 regulations.

**FY97 JOINT SERVICE DEPOT MAINTENANCE
MILITARY CONSTRUCTION (MILCON) VALIDATED PROJECTS**

The following is a list of validated projects with dollar projections by Service, and also presents the joint Service totals.

SERVICE	PROJECTS	TOTAL (\$M)
ARMY	0	\$0.00
NAVY	6	\$32.56
AIR FORCE	7	\$57.05
MARINE CORPS	1	\$4.64
TOTALS	14	\$94.25

**FY97 JOINT SERVICE DEPOT MAINTENANCE
MILITARY CONSTRUCTION (MILCON) PROJECT
PURPOSE SUMMARY**

The following portrays the purpose of the FY97 validated projects:

DEPOT/ PROJECT NUMBER/ PROJECT TITLE	MODERNIZE	ADD CAPABILITY	INCREASE CAPACITY
NADEP CHYPT P-979 Aircraft Stripping Facility	X		X
NADEP JAX P-244 Product Support Building	X		
NADEP JAX P-245 Central Receiving/Distribution Facility	X		
NADEP JAX P-246 Aircraft Kit Storage Facility	X		
NADEP NORIS P-728 Clean Room Facility	X		X
NADEP NORIS P-729 Storage Building	X		
AMARC FBNV013504 Consolidated Mission Support Center	X		
AMARC FBNV980503 Aircraft Processing Ramp	X		
OC-ALC WWYK943012 Alter Air Driven Accessories Overhaul and Test Facility	X		
OC-ALC WWYK943022 Add to and Alter Jet Fuel Transfer System			X
OC-ALC WWYK983156 Corrosion Control Strip Facility	X		
WR-ALC UHHZ963006 Large Item Aircraft Support Equipment Paint Facility	X		
WR-ALC UHHZ993001 Ground Support Equipment Maintenance Facility	X		
MCLB Barstow P-920 Test Track/Test Pond Facility	X		

PART II

CUMULATIVE PROJECT ANALYSIS

The cumulative total of 135 industrial projects validated by the panel since its inception in 1982, which are still currently programmed, is valued at approximately \$938M. The major purpose of the validated projects continues to be the modernization of existing facilities.

To **modernize** in this context means to improve working conditions or productivity for the performance of existing workloads. This includes installation of state-of-the-art equipment, reducing noise levels, revamping facilities to comply with anti-pollution laws and regulations, and consolidating similar or related facilities to one location.

To **add capability** is to acquire the facilities necessary for performance of new workloads. Such are intended to meet new demands of newly acquired weapon systems, introduction of new materials in weapon systems (e.g., composite structures), and workloads made possible by the advent of new repair processes and technologies.

To **increase capacity** is to acquire facilities necessary for increasing the volume of throughput for existing workloads. These kinds of projects are necessitated by current backlogs or anticipated increases in existing workloads.

To date, 15 projects have been deferred. Thirteen of these were subsequently resubmitted with further justification and validated by the panel. Two were withdrawn by the sponsoring Services.

Figures 1 and 2 portray the 135 MILCON projects by purpose. Costs represented by these projects validated by the panel since its inception in 1982 are \$938M. The purpose is broken out by percentage of projects and percentage of cost considered as modernization, added capability, increased capacity or a combination of two or more purposes.

Figure 1
MILCON Projects by Primary Purpose (Cumulative)

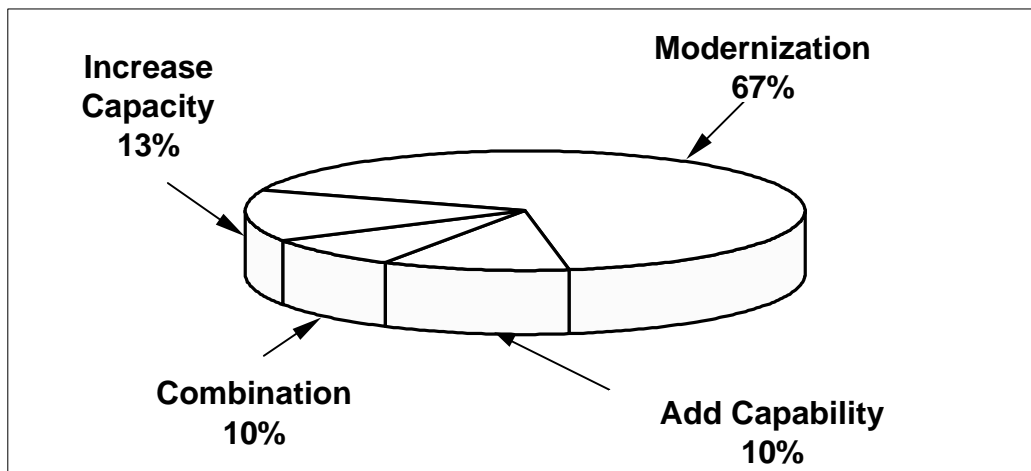
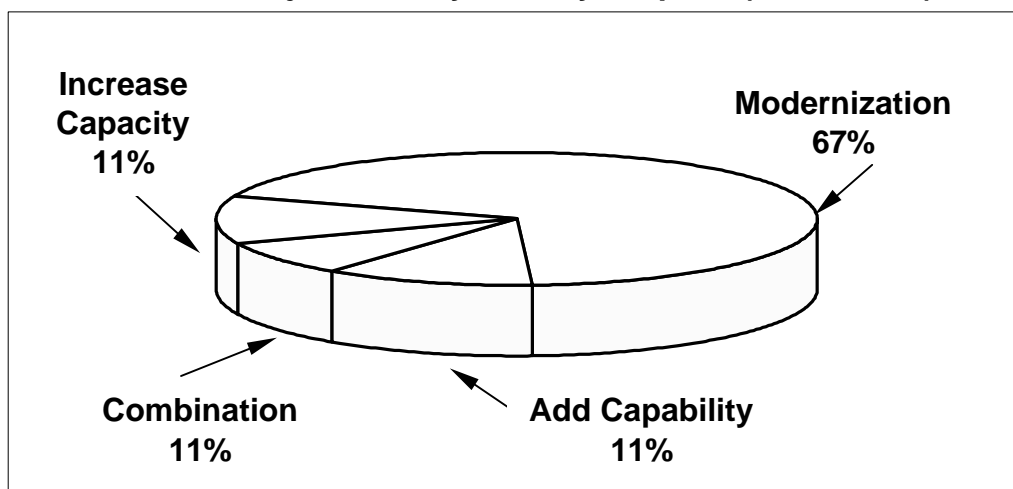


Figure 2
MILCON Project Cost by Primary Purpose (Cumulative)



Figures 3 and 4 depict the work breakdown structure (WBS) categories affected by the 135 MILCON projects.

Figure 3
MILCON Projects by WBS (Cumulative)

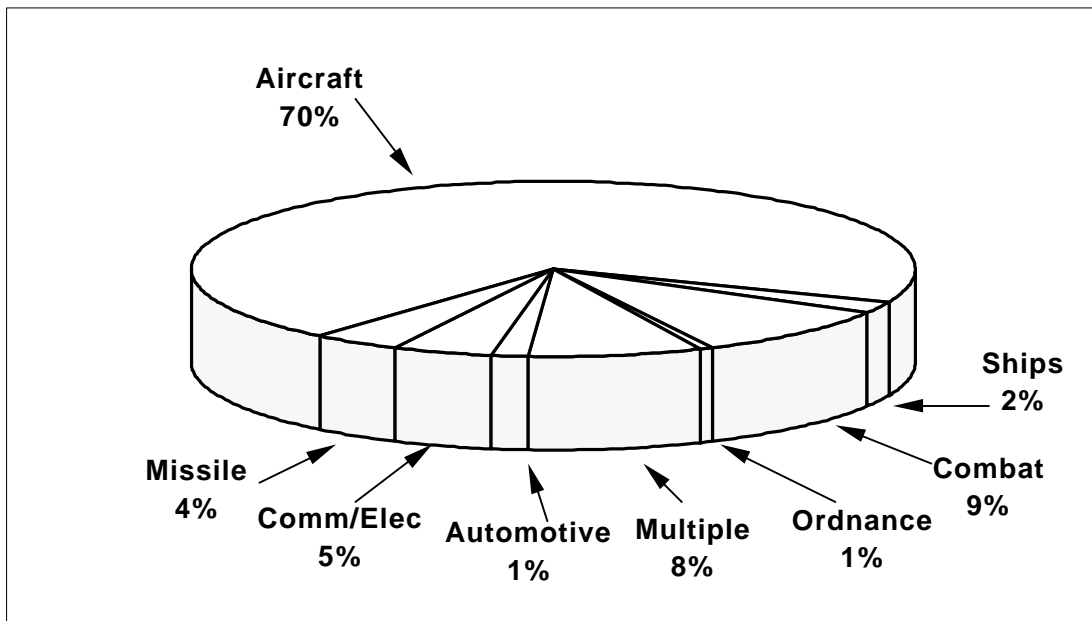
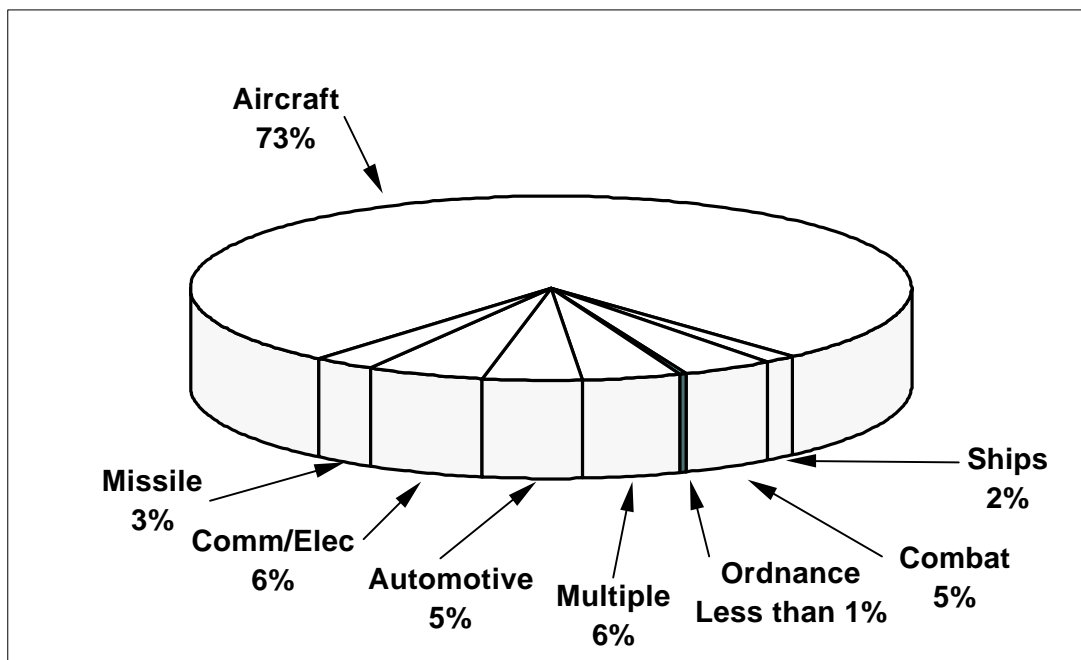


Figure 4
MILCON Project Cost by WBS (Cumulative)



Figures 5 and 6 provide a more detailed analysis of the 96 aircraft-related projects. Costs represented by these projects are approximately \$691M. The "components" category includes aircraft and engine accessories and components, as well as onboard communications/electronics equipment. The "other aircraft" category includes projects for armament, support equipment, and general aircraft projects such as general purpose shops.

Figure 5
MILCON Projects by Aircraft
Second Level WBS (Cumulative)

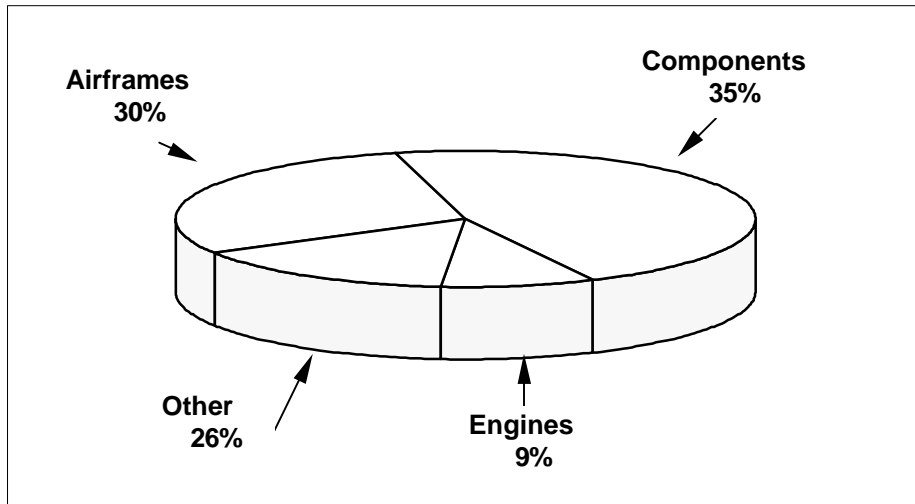
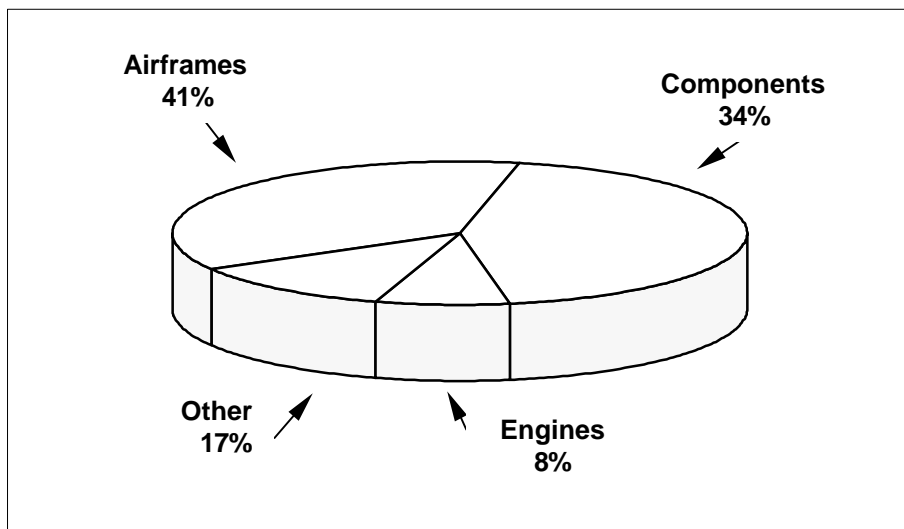


Figure 6
MILCON Project Cost by Aircraft
Second Level WBS (Cumulative)



SUMMARY

The primary thrust of proposed depot maintenance MILCON projects continues to be the modernization of the joint Service organic industrial base. Of the FY97 projects reviewed, eleven relate to modernization, one related to increased capacity, and two related to a combination of two or more purpose categories. In terms of WBSs affected by the projects, thirteen projects related to aircraft, and one related to combat and automotive facilities. The total cost of these projects is estimated at \$94.25M.

The task of the Joint Service Depot Maintenance MILCON Review Panel is to review depot maintenance MILCON projects proposed by the Services in order to fully consider interservicing alternatives and provide for maximum cost effective use of MILCON funds.

ATTACHMENT 1

CUMULATIVE LISTING OF VALIDATED PROJECTS

This is a listing of cumulative projects which were reviewed and validated by the Panel and are currently programmed.

"Initial Program Year" refers to the project's funding year at the time it was reviewed by the panel. "Current Program Year" refers to the FY during which the project is currently programmed for funding.

"Status Codes" are as follows:

- 1 - Awaiting Congressional Approval
- 2 - Approved by Congress
- 3 - Under Construction
- 4 - Completed

CUMULATIVE VALIDATED PROJECTS

DEPOT	PROJECT STATUS NO.	PROJECT TITLE	INITIAL PROG YEAR	CURRENT PROG YEAR	COST (\$000)	CODE
<u>Army</u>						
ANAD	098000	Machine Shop	86	86	2,630	4
ANAD	110	Vehicle Repair Facility	88	86	4,700	4
ANAD	1517E	Heat Plant Renovation (DBOF)	96	98	1,150	1
ANAD	2017E	New, Mod Fire Protection Facilities	96	98	3,000	1
CCAD	004200	Aircraft Analysis & Processing Facility	88	86	5,400	4
CCAD	005600	Helo Blade Overhaul Facility	87	85	4,400	4
CCAD	006000	Helo Composite Blade Test Facility	87	86	600	4
CCAD	006400	Power Train Facility	86	87	2,250	4
CCAD	006700	Aircraft Instrument Repair & Calibration Facility	88	90	5,200	4
CCAD	006800	Mechanical Components Shop	88	88	2,900	4
CCAD	006900	Acft. Panel Processing Facility	88	87	1,200	4
CCAD	007000	Aircraft Maintenance Shop	85	89	2,500	4
CCAD	FN24403	Engineering Analysis Facility	90	92	3,400	4
CCAD	30871	Advanced Metal Finishing Facility	93	93	11,600	4
LEAD	39697E	Alt, Conv. Missile Center	92	94	4,500	4
RRAD	FN29488	Modernize Vehicle Test Track	90	92	1,500	3
SAAD	2M7511	Addition To Electro-Optics Shop	83	86	4,550	4
TEAD	T19100	Consolidated Maintenance Modernization Facility	88	89	46,500	4
TYAD	T32171	COMSEC Facility (BRAC)	91	91	10,400	4
TYAD	TM8201	Tact. End Item Repair Facility	88	92	8,200	4
TYAD	99V	Industrial Operations Facility	96	95	17,000	1
Subtotal					143,580	

CUMULATIVE VALIDATED PROJECTS

DEPOT	PROJECT STATUS NO.	PROJECT TITLE	INITIAL PROG YEAR	CURRENT PROG YEAR	COST (\$000)	CODE
<u>Air Force</u>						
AGMC	RRTC850050	Addition to Electro-Optic Facility	85	85	870	4
AGMC	RRTC860050	RADIAC Laboratory	87	87	3,000	4
AGMC	RRTC870050	Support Shop Facility	87	87	3,000	4
AGMC	RRTC870051	Addition to Sound, Force, Vibration Laboratory	87	88	580	4
AMARC	FBNV013504	Consolidated Mission Support Center	01	01	5,600	1
AMARC	FBNV843005	Aircraft Maintenance Dock	88	90	2,200	4
AMARC	FBNV853012	Aircraft Processing Ramp	87	87	3,400	4
AMARC	FBNV973502	Consolidated Material Processing Facility	97	97	5,900	1
AMARC	FBMV980503	Aircraft Processing Ramp	00	00	7,200	1
OCALC	WWYK800270	Fuel Control Test Facility	87	91	11,700	4
OCALC	WWYK800271	Blade Repair Facility	85	85	17,910	4
OCALC	WWYK800272	Addition to Heat Treatment Facility	86	87	1,865	4
OCALC	WWYK840006A	Aircraft Maintenance Hangar	87	87	15,400	4
OCALC	WWYK850101A	Alter F-107 Engine Test Facility	85	87	1,507	4
OCALC	WWYK860062	ADAL Engine Tubing and Accessories Shop	86	87	937	4
OCALC	WWYK870040	Advanced Composite Repair Facility	88	88	6,300	4
OCALC	WWYK890034	B-1B Avionics Facility/Land Acquisition	89	89	11,400	4
OCALC	WWYK890040	Depot Aircraft Corrosion Control Facility (congressional insert)	96	96	6,000	2
OCALC	WWYK890052	B-2 Avionics Facility/Land Acquisition	91	90	9,600	4
OCALC	WWYK910014	Hazardous Material Processing Facility	90	94	2,300	4
OCALC	WWYK933013	Add/Alter Depot Metal Plating Shop	93	93	10,200	3
OCALC	WWYK943012	Alter Air Driven Accessories Overhaul & Test Facility	00	00	17,500	1
OCALC	WWYK943020	Alter Ventilation System, Corrosion Control Facility	95	95	8,400	3
OCALC	WWYK943022	Add/Alter Jet Fuel Transfer System	00	00	3,650	1
OCALC	WWYK983156	Corrosion Control Strip Facility	00	00	12,600	1

CUMULATIVE VALIDATED PROJECTS

DEPOT	PROJECT STATUS NO.	PROJECT TITLE	INITIAL PROG YEAR	CURRENT PROG YEAR	COST (\$000)	CODE
<u>Air Force (Cont'd)</u>						
OOALC	KRSM860082	Addition To Aircraft Corrosion Control Facility	86	86	13,400	4
OOALC	KRSM860086	Depot Instrument Overhaul Shop	87	87	1,550	4
OOALC	KRSM880083	Integrated Structural Repair O/H & Maintenance Facility	88	88	25,000	4
SAALC	MBPB861002	Depot Aircraft General Purpose Shop	86	86	10,900	4
SAALC	MBPB867329	Addition to Jet Engine Test Cell Complex	86	86	6,500	4
SAALC	MBPB871181	Advanced Fuel Accessories Test Facility	87	88	9,400	4
SAALC	MBPB871283	Gas Turbine Engine Facility	89	90	14,000	4
SAALC	MBPB881289	Corrosion Control Facility (PIF)	89	89	8,800	4
SAALC	MBPB896901	Chemical Waste Staging Facility	93	93	750	4
SAALC	MBPB921737	Alter Corrosion Control Facility	90	91	6,300	4
SAALC	MBPB933003	Alter Avionics Facility	93	94	700	4
SAALC	MBPB943007	Add/Alter NDI/XRAY Facility, (Building 361)	94	94	5,100	4
SMALC	10921	Depot Aircraft Support Facility	85	85	3,500	4
SMALC	PRJY861001	Electronics Warfare/ Communications Facility	87	86	12,600	4
SMALC	PRJY871001	Depot Flight Instrument Center	87	87	9,400	4
SMALC	PRJY871003	Sound Suppressor Support III & IV	88	88	1,450	4
SMALC	PRJY881010	Addition To Aircraft Corrosion Control Facility	88	91	11,600	4
SMALC	PRJY901023	Add/Alter Depot Hydraulic Fac	90	90	7,400	4
SMALC	PRJY933007	Renovate Depot Plating Shop	93	94	7,000	3
WRALC	UHHZ850086	Aircraft Maintenance Docks	85	85	7,100	4
WRALC	UHHZ860030	Add/Alter Fire Protection, Avionics, Technology Facility	86	86	1,950	4
WRALC	UHHZ870017	Sound Suppressor Support	87	87	850	4
WRALC	UHHZ870018	Aircraft Corrosion Control Facility	88	89	11,400	4
WRALC	UHHZ880013	Depot Plant Services Facility	96	99	12,400	1
WRALC	UHHZ880019	Upgrade Air Conditioning for Depot Labs	88	90	720	4
WRALC	UHHZ880028	Addition to Avionics Repair Facility (PIF)	88	87	6,800	4

WRALC	UHHZ890001	F-15 Wing Repair Facility	90	90	8,200	4
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CUMULATIVE VALIDATED PROJECTS

DEPOT	PROJECT STATUS NO.	PROJECT TITLE	INITIAL PROG YEAR	CURRENT PROG YEAR	COST (\$000)	CODE
WRALC	UHHZ890017	Depot Aircraft Hangar (Combat Talon)	90	88	12,400	4
WRALC	UHHZ903003	C-141 Aircraft Maintenance Hangar	91	90	19,700	4
WRALC	UHHZ923007	Small Item Aircraft Support Equipment Paint Facility	93	94	970	3
WRALC	UHHZ963006	Large Item Aircraft Support Equipment Paint Facility	00	00	3,000	1
WRALC	UHHZ993001	Ground Support Equipment Maintenance Facility	00	00	7,300	1
Subtotal					417,159	

Marine Corps

MCLBA	P245	Dynamometer Test Facility	88	90	1,845	3
MCLBA	P250	Painting Facility	89	89	4,250	4
MCLBA	P305	Abrasive Blast Facility	90	93	3,664	4
MCLBA	P310	Test/Diagnostic Facility	87	90	3,250	4
MCLBA	P315	Tank/Auto Test Track Facility	87	89	590	4
MCLBA	P325	Fire Protection Improvements (Building 2200)	88	88	1,530	4
MCLBA	P605	Industrial Waste Treatment Facility Improvements	91	91	8,899	4
MCLBA	P918	Paint Facility	99	99	9,300	1
MCLBA	P919	Engineer Equipment Shop	99	99	1,500	1
MCLBA	P920	Air Emission Abatement	99	99	8,600	1
MCLBB	P163	Radiographic Facility - YERMO	87	86	530	4
MCLBB	P199	Steam Cleaning Facility	89	89	390	4
MCLBB	P820	Industrial Wastewater Treatment & Recycling Facility	94	94	5,900	4
MCLBB	P920	Test Track / Test Pond Facility	00	00	4,640	1
Subtotal					54,888	

CUMULATIVE VALIDATED PROJECTS

DEPOT	PROJECT STATUS NO.	PROJECT TITLE	INITIAL PROG YEAR	CURRENT PROG YEAR	COST (\$000)	CODE
<u>Navy</u>						
ALMD	P704	Aircraft Painting/Finishing Facility	86	86	20,000	4
ALMD	P779	Aircraft Acoustical Enclosure	88	89	6,560	4
ALMD	P783	Plating Facility	87	88	16,300	4
CHYPT	P200	Weapon System Maintenance CAD/CAM Center	89	88	500	4
CHYPT	P507	Pneumatic Shop Extension	88	92	7,700	4
CHYPT	P884	AV-8B Advanced Technology Facility	86	87	21,600	4
CHYPT	P918	Jet Engine Test Cell	85	85	9,700	4
CHYPT	P940	Engine Blade Rework Facility	87	87	15,600	4
CHYPT	P962T	Product Support Admin Fac	94	94	8,200	3
CHYPT	P965T	Hangar Addition	94	94	10,000	3
CHYPT	P966T	Acft Accessory Shops Addition	94	94	4,000	3
CHYPT	969	Plant Services Complex	03	03	7,830	1
CHYPT	971	Aircraft Hangar	99	99	19,570	1
CHYPT	973	Hazardous Waste Storage/Transfer Facility	03	03	3,100	1
CHYPT	974	Administrative Facility	00	00	6,790	1
CHYPT	981	Central Compressed Air Facility	02	02	1,890	1
CHYPT	P977	Aircraft Fuel/Defuel Facility	04	04	1,320	1
CHYPT	P979	Aircraft Stripping Facility	00	00	14,630	1
JAX	P219T	Component Rework Facility Rehabilitation	95	94	10,000	3
JAX	P220T	NADEP Administration Building	95	96	5,800	2
JAX	P221T	NADEP Storage Facility	94	94	1,900	3
JAX	P224T	Acft Acoustical Encl Facility	95	95	4,250	3
JAX	P244	Product Support Building	00	00	5,960	1
JAX	P245	Central Receiving / Distribution Facility	00	00	4,070	1
JAX	P246	Aircraft Kit Storage Facility	00	00	910	1
JAX	P592	Engine Processing Facility	87	89	14,180	4
JAX	P613	Addition To Fuel Accessories Overhaul Facility	89	88	5,000	4
JAX	P615	Industrial Waste Treatment Facility Paint Hangar	89	92	3,300	3

CUMULATIVE VALIDATED PROJECTS

DEPOT	PROJECT STATUS NO.	PROJECT TITLE	INITIAL PROG YEAR	CURRENT PROG YEAR	COST (\$000)	CODE
<u>Navy (Cont'd)</u>						
JAX	P616	Industrial Waste Treat. Fac. for Paint Stripping & Plating Shops	89	91	16,670	3
NORIS	P243	Flammable Bulk Storage Facility	89	89	2,110	4
NORIS	P265	Jet Engine Test Cell Mod.	85	85	3,950	4
NORIS	P382	Western Standards Laboratory	85	86	9,120	4
NORIS	P720T	Administration Facility	95	96	1,300	3
NORIS	P728	Clean Room Facility	00	00	4,560	1
NORIS	P729	Storage Building	00	00	2,430	1
NORVA	P241	Standards & Materials Laboratory Facility	87	89	8,950	4
NORVA	P260	Consolidated Heavy Processing Shop	86	86	11,170	4
NSWCIH	P073	CAD/PAD Plant Modernization	95	93	5,300	4
NSWCL	P215	PHALANX Facility Modernization	92	91	5,660	4
NUWCK	P337	Submarine Combat Sys Shop	91	91	10,150	4
NSWCC	P223	Weapon Dev. and Test Fac.	89	88	1,570	4
NSWCC	P224	Components Finishing Facility	89	91	7,700	4
NWSCO	P267	Standard Missile Test Cell	87	87	790	4
Subtotal					322,090	
Total					937,717	

ATTACHMENT II

JOINT SERVICE DEPOT CODES

CODE

NAME

ARMY

ANAD	Anniston Army Depot
CCAD	Corpus Christi Army Depot
LEAD	Letterkenny Army Depot ***
RRAD	Red River Army Depot ***
SAAD	Sacramento Army Depot *
TYAD	Tobyhanna Army Depot
TEAD	Tooele Army Depot **

* On 1991 Base Closure List
** On 1993 Base Closure List for Realignment
*** On 1995 Base Closure List for Realignment

NAVAIR

ALMD	Naval Aviation Depot Alameda *
CHYPT	Naval Aviation Depot Cherry Point
JAX	Naval Aviation Depot Jacksonville
NORVA	Naval Aviation Depot Norfolk *
NORIS	Naval Aviation Depot North Island
PNCLA	Naval Aviation Depot Pensacola *

* On 1993 Base Closure List

NAVSEA (SHIPYARDS)

CHNSY	Charleston Naval Shipyard **
LBNSY	Long Beach Naval Shipyard ***
MINSY	Mare Island Naval Shipyard **
NNSY	Norfolk Naval Shipyard
PHNSY	Pearl Harbor Naval Shipyard
PNSY	Philadelphia Naval Shipyard *
PTNSY	Portsmouth Naval Shipyard
PSNSY	Puget Sound Naval Shipyard

* On the 1991 Base Closure List for Preservation
** On 1993 Base Closure List
*** On 1995 Base Closure List

NOTE: This list does not include overseas depots.

JOINT SERVICE DEPOTS (Cont'd)

NAVSEA

(NAVAL SURFACE WARFARE CENTER)

NSWCC	Naval Surface Warfare Center Crane Division
NSWCIH	Naval Surface Warfare Center Indian Head
NSWCL	Naval Surface Warfare Center, Crane Division Detachment, Louisville Site *

* On 1995 Base Closure List

(NAVAL UNDERSEA WARFARE CENTER)

NUWCK	Naval Undersea Warfare Center Keyport *
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* On 1995 Base Closure List for Realignment

(NAVAL ORDNANCE CENTER)

NWSCO	Naval Weapons Station Concord
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SPAWAR

NISE EAST	Naval Command Control and Ocean Surveillance Center (NCCOSC) In-Service Engineering East Coast Detachment, Norfolk
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NRAD	NCCOSC Research and Development (formerly NISE WEST NCCOSC In-Service Engineering West Coast Division, San Diego)
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AIR FORCE

OC-ALC	Oklahoma City Air Logistics Center
OO-ALC	Ogden Air Logistics Center
SA-ALC	San Antonio Air Logistics Center **
SM-ALC	Sacramento Air Logistics Center **
WR-ALC	Warner Robins Air Logistics Center
AGMC	Aerospace Guidance and Metrology Center *
AMARC	Aerospace Maintenance and Regeneration Center

* On 1993 Base Closure List; closed 30 Sep 96

** On 1995 Base Closure List

JOINT SERVICE DEPOTS (Cont'd)

MARINE CORPS

MCLBA	Marine Corps Logistics Base Albany
MCLBB	Marine Corps Logistics Base Barstow

NOTE: This list does not include overseas depots

ATTACHMENT III

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COMMENTS

Please provide comments and suggestions concerning this document to JDMAG/MA (mailing address is on reverse side - fold and tape page).

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